

Point Wells Transportation Corridor Study Workshop

Tuesday, April 1, 2014

Segment B, Meeting #2: Review Proposed Design Options

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1. Richmond Beach Road - West Segment B (20th Ave NW to 8th Ave NW)

Comments and Suggestions:

A. 4-Lane Design Option

From Map

- Suggest restriping RBR between 8th and 15th Ave NW
 - a. 1 east, 1 turn, 1 west
 - b. 2 east, 1 turn, 1 west
- And analyze traffic flow
- 15th Ave NW and 20th Ave NW needs curb, sidewalks, and underground power as well as RBR.
- 20th Ave NW and 15th Ave NW need to be considered as our major north/south arterials.
- There is no demand for bike lanes on RBR
- Make east/west traffic flow the priority on RBR. Maintain 4 lanes of traffic all the way from beach to Aurora
- Sidewalk needed along 20th with increased traffic everywhere. School children need safe places to wait for buses
- People in Richmond Beach east of 24th don't realize that they are "Segment B"

B. 3-Lane Design Option

From Map

- 2 lanes east (up), 1 lane west (down), 1 turn lane between 8th and 15th [I second this option]
- Widen sidewalks, add amenity zone s before bike lanes

@RBR between 12th Ave NW and NW 190th St

- No 3 -lane option uphill
- Limit cross traffic turns

@RBR and 15th

- Create bus turnouts

- Keep any landscaping to low plants to protect views.
- Keeping traffic as planned limits danger to those coming off the bridge
- Please discuss having developers providing barges to alleviate hauling up and down RBR. Their development - their cost
- Why not require them to build a tunnel - keeping them whole project in Snohomish!
- The road going westbound on RBR need to be 2 lanes. Slower traffic and going around them (cars, trucks, and buses) with 1 lane uphill decrease safety.

@ NW 190th St and RBR

- Already used as a major cut-through

-RBR should have 2 lanes up and only one down. Not doing that will create huge problems for traffic en-route to freeway and getting stuck behind bus, truck, etc.

@RBR between 15th Ave NW and 8th Ave NW

- 2 lanes East (up)
- 1 Lane West (down)
- 1 turn lane

-Need bike lanes

-2 uphill lanes preferred over 3 way

-Address drainage/standing water at 14th Ave NW

-With the 3 lane option, emergency response time will be affected during peak hours. RBR is the only route for emergencies. No other route.

-RBR is too steep for bicycle use. Maintain as major arterial.

-Closely examine the school crosswalks at 15th Ave NW. Major route to Syre School.

-Include 15th Ave NW in the mitigation plan. Underground the power on 15th. Develop full curb and sidewalk on both sides of the street.

-Pay attention to the school crossing along 15th Ave NW coordinate with Shoreline Schools transportation.

@RBR and 15th Ave NW

-Set back site distance from stop sign - terrible corner

-Examine 15th Ave NW south of RBR as a part of the mitigation. Route to Shoreline CC and Sears/Central Market businesses. Full curb and sidewalks and underground power.

-Very poor sidewalk on 15th Ave NW. This should be addressed if traffic volumes increase.

-Pay close attention to the transitions from Shoreline to Woodway and Edmonds at 205th. Currently a very dangerous area.

-Maintain RBR 4 lane as is now.

-sidewalks too close to traffic now

-Upgrade the pedestrian safety on RBR by replacing the sidewalks and underground the power poles.

-Maintain RBR and NW 196th as a 4 lane arterial, if not a 5 lane. Acquire additional ROW for 5 lanes.

-Examine Metro bus stops in context of a traffic light at 20th NW

-Why LOSD?

-The long way (195th) would be dumb

-195th, houses right next to roadway will have parking and noise mitigation needs so please keep on 196th if possible.

-How about back to one loop down 195th, up 195th. Eliminate stop signs. Truck and buses need 195th low lope, light weight.

@NW 196th St and 26th

-No bus here

@196th St and 194th St

-Keep traffic on 196th. No one way street.

-Maintain NW 196th as a 4 lane road.

-RBR is the main route to Richmond Beach. It should be maintain for cars. 4 lanes.

-No bike lanes, 4 lanes RBR

@20th Ave NW and NW 196th

-Buses stops here and waits, only one lane available

@21st Ave NW and NW 196th

-This crosswalk is dangerous. To turn onto 196th you have to be in walk to see.

-Make NW 195th one way west bound. Enhance 20th Ave NW as entrance to park. Provide pedestrian facility to park.

-Drivers go too fast down small hill on 20th Ave NW starting at 197th heading south. Possible island at 196th and 20th?

-20th Ave to RB park will need sidewalks with increased use from Pt. Wells people.

-Include 20th NW south of RBR in the mitigations. Pedestrians route to the RB saltwater park, curb and sidewalks, and underground power.

-Look carefully at the school bus stops and crossing on 20th Ave NW

C. Questions/Comments on Flip Charts

How would the options work or not work for transit riders? Cars bikes and/or pedestrians?

-Consider 2 lanes uphill

-1 turn lane, and 1 lane downhill because steep grades, trucks, and transit stops

-Make sure project meets Stormwater flow control requirements . Add new impervious will trigger new Stormwater infrastructure

-Pedestrians on 15th NW

-sidewalks both N/S of RBR

-increase traffic volumes + speed

-Sidewalks on 20th NW

-increase in traffic volume and speed

What would you keep or change about each option?

-3- lane option will not handle increased cars, too much congestion, delays

-Traffic is like water, it will find the path of least resistance. If you restrict the number of lanes on RBR to 3, then the traffic will divert itself onto neighborhood side streets that were not designed to handle the increased volume. It will be a safety nightmare.

What do you like/dislike about each option

-3 lane option already voted down by neighborhood traffic advisory committee

-Doesn't solve volume problem current or future

-Bike lanes rejected: not enough room plus bike have other paths to take that have less traffic and incline

How would each option work or not work for cars, transit, riders, pedestrians and/or bikes?

-Mitigation for 20th Ave NW from additional traffic going northbound into Edmonds

2. Richmond Beach Road - East Segment B (8th Ave NW to Aurora Ave N)

Comments and Suggestions:

A. 4-Lane Design Option

From Map

- Sidewalks on 180th, 8th Ave NW arterial
- Remove center lane marker [on] 180th
- Arterial turns sign [at] 6th/180th to channel traffic to 8th
- Traffic calming round-about [at] 6th/185th
- Consider a pedestrian overpass between 3rd and 8th to improve pedestrian safety. people are constantly crossing in the middle between the bus stops and QFC + Rite Aid.
- Considering acquiring easement on RBR to make 5 lanes like Edmonds way. (4 lanes with a turn lane)
- Make the east -west flow of traffic on RBR the priority - not bike lanes
- Kids and cars are going to school => Einstein. Overpass on 3rd?
- How will the city direct traffic on 185th and not use Freemont as a cut through
- Additional students from development to Einstein MS and Shorewood HS will increase traffic on NW 8th, Fremont, and Dayton.
- With Fremont and Linden being likely cut-throughs to 175th, would mitigation include sidewalks as these are high pedestrian/cyclist streets and cars commonly park on the shoulder making it dangerous.
- Cut-through to I-5 on Fremont will increase
- What about increased traffic on 175th and Meridian Park Elementary??
- Sidewalks [at] 8th
- With cut-through traffic, need sidewalks on both side of 8th
- Dangerous intersection at 3rd and RBR, 3 lane preferred for safety
- With increase cut-through traffics, sidewalks on 3rd to middle school, both sides. Safety issue.
- Facilitate left turn from eastbound 185th to northbound Dayton. Cannot see oncoming northbound Dayton traffic. Concerned that backup from signal at RBR will not allow left turn.
- Mitigate 185th to 8th to keep cars on Dayton (do not use 185th as a cut-through)
- Add uphill bike lane [at] 3rd to Fremont (unbalanced)
- Continue bicycle facilities east of Fremont. Purchase right of way if needed bicyclist need to be able to get to interurban trail and future light rail station.

@6th Ave NW/180th

- Arterial turns sign to 8th Ave
- Remove cut-through option on left
- Disconnect 6th at 180th

@NW 185th St between 8th Ave and 3rd Ave

- Green way (bikes/sidewalks) [on] 185th
- Remove striped center lane, add sidewalks

@ NW RBR between 8th Ave and 3rd Ave

-Midblock pedestrian crossing

B. 3-Lane Design Option

From Map

- Add amenity zone instead of bike lanes
- 4-Lane option preferred because of traffic congestion
- What impact is there on Dayton/Fremont if slow traffic and there are main traffic routes to Shorewood
- Dayton needs improvement
 - busses stop traffic
 - St. Luke's blocking flow at times
 - City busses can't pull *[out]* off 3 way stop, very bad for student driver
- Traffic down Dayton from RBR will increase. Increase problems at Carlyle intersection
- With 3-Lane option, what about diversion to Dayton via NW 185th?
- Consider obtaining ROW for bus pull-outs
- consider R/W acquisition for providing bus stops
- Prefer 3-Lane Option
 - Provide buffer for pedestrians
 - Provide dedicated left turn lanes
 - Provide bike routes from Aurora to RB to Shoreline
- Kids walk to Einstein and turn east, sidewalk on east side of 8th not RBR
- Possible changes to pedestrian crossing at 8th. Easier access to sidewalks on west side.
- Add uphill bike lane from Dayton to Fremont (unbalanced)
- Facilitate left turn from eastbound 185th to Dayton northbound. Cannot see oncoming northbound Dayton traffic. Concerned that backup from signal at RBR will not allow left turn.
- Dangerous intersection at 3rd and RBR. 3 lane preferred for safety.

@RBR from 8th Ave NW to 15th Ave NW

- 1 lane downhill
- 1 dual left turn
- 2 lane uphill
- Downhill "pace car" effect is good.
- Uphill = room to get around slow and stopped vehicles

@RBR and 8th Ave NW

- Too many people turning right for 3 lane

C. Questions/Comments on Flip Charts

What do you like or dislike about each option?

- At present location:
 - RBR: 856 cars
 - 20th NW: 8,313 cars
 - 15th Ave NW: 14,989 cars
 - 3rd Ave NW: 18,379 cars

- After Pt. Wells - projection 11,000 extra cars
- RBR: 11,856 cars
- 20th NW: 19,313 cars
- 15th Ave NW: 25,989 cars
- 3rd Ave NW: 29,379 cars

And it gets higher as we drive closer to Aurora according to your studies

- The city/developers will have to have signs present
 - "Do not block intersection"
 - "Do not block drive ways"
 - And signs that say "be polite"

Think about bikes? Pedestrians? Transit Riders? Cars? Would these option work? Yest! and if not, why not?

-NO: you are designing unsafe solutions, not enough space for current volume. You need to add more total square feet to width of road.

-NO: use unused ROW to create new roads - new bike paths, new pedestrian paths.

-I don't see a bicyclist riding down the bicycle lane going down 196th safely - or up the steep hill. If the bicycle lane is changed from 5' to 8' then where do you get the extra width to obtain this? what would happen to the other 3 lanes?

-Create paths (off the road) on ROW for pedestrians and bikes. Keep roads for cards.

What would you change, or keep in each option?

- Mitigation - sidewalks - on 3rd/8th = major cut-through routes.
- Need to define space for cards/peds with middle school on 3rd = safety!
- Safety concerns must be priority
- Not enough room now
- Add 11,000 cars not safe
- do not do 3 lanes or bike lanes